



SURFACE WARFARE MAGAZINE



COMBAT READINESS



PERSONAL READINESS



MATERIAL READINESS



Sharing stories and news from Sailors across the U.S. Navy's Surface Forces



Editorial by:
Vice Adm. Tom Rowden

Commander, Naval Surface Forces

The reconstituted print version of Surface Warfare Magazine was rolled out in January at the Surface Navy Association symposium and since then I have been receiving countless positive emails and calls about the quality of the content. It has been well received and I am gratified there is so much interest in the Surface Force.

This magazine offers another avenue to communicate how the Surface Force supports warfighting first—our #1 priority. It has been my mandate from the outset to ensure the maximum level of combat capability and operational readiness possible from the fleet.

As SWOs, we all love getting underway, conducting live fire exercises, and putting our ships and crews through their paces. I issued the first in a series of messages to the fleet directing ships to take every opportunity to fire their weapons while underway. The more training that takes place the more proficient Sailors become; the more they operate as a team, and ultimately, the better they perform when speed and accuracy are critical. “Train the way we fight,” is axiomatic because it has been proven throughout history. If you want to look at it another way, crew training is like batting practice. The intent of batting

practice is to create muscle memory in the ideal swing until hitting becomes nearly automatic.

We must have competent and confident crews who will perform required tasks without having to stop and think through each step because those steps are emblazoned in our minds. Firing missiles, crew-served weapons, or CIWS should be second nature.

If there are obstacles to conducting live fire exercises, then I want to know how we can get our ships and crews the means to train.

But readiness is not strictly about firing weapons. Material readiness matters as well. The second message in the series focuses on ensuring our ships are operating at optimal levels. Not only should the power plants be fully capable, but everything from galleys to berthing areas need to be squared away. Gear adrift may not seem like a big deal when pierside, but it is when a fire or flooding breaks out and those items become projectiles in battle. Sailors need to be able to rely on rust-free hatches that open and close when required. There are countless ways poor material condition can hamper a ship's capabilities.

Upcoming messages in the warfighting series focus on personnel readiness, on spares management, and on tactical communications, to name a few.

It is important to me that we get the most out of our ships and as the TYCOM it is my responsibility to ensure the Surface Force is properly manned, trained, and equipped.

While some of the message topics may appear mundane, each is in fact, focused on a specific area where attention must be paid and resources—time, personnel, budgets—need to be directed.

The leaders in their respective commands are there because they have performed at the highest levels throughout their careers. They have tremendous responsibilities and the demands for their attention and time are endless. But, the nation has demands of their Navy as well.

I have often said “the oceans aren't getting smaller and the world isn't getting safer,” and as the face of the Navy, the Surface Force is busy in every part of the world.

“Warfighting First” is more than a bumper sticker. It is a hard requirement with consequences for failure and we must be ready and fully capable to protect our nation when called on.

Finally, thank you to all who have been so supportive of the Surface Navy. We appreciate your efforts and commend all you do for your Navy. ⚓

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Surface Warfare Magazine is the professional magazine of the surface warfare community. Its purpose is to educate its readers on surface warfare missions and programs, with a particular focus on U.S. surface ships and commands. This journal will also draw upon the Surface Force's rich historical legacy to instill a sense of pride and professionalism among community members and to enhance reader awareness of the increasing relevance of surface warfare for our nation's defense.

The opinions and assertions herein are the personal views of the authors and do not necessarily reflect the official views of the U.S. Government, the Department of Defense or the Department of the Navy.

Contributions and Feedback Welcome

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Cover: The Cyclone-class coastal patrol ship USS Hurricane (PC 3) leads other coastal patrol ships assigned to Patrol Coastal Squadron (PCRON) 1 in formation during a divisional tactics exercise. Photo by MC2 Charles Oki.

COMMAND CHANGES



Destroyer Squadron 9
Capt. Christopher Engdahl
January 2015



**Littoral Combat Ship
Crew 103**
Cmdr. Matthew Kawas
February 2015



Destroyer Squadron 26
Capt. Brian Fort
January 2015



USS Blue Ridge (LCC 19)
Capt. Kyle Higgins
January 2015



**Littoral Combat Ship
Squadron 1**
Capt. Warren Buller, II March
2015



USS Bunker Hill (CG 52)
Capt. Sterling Dawley
October 2014



Amphibious Squadron 4
Capt. Augustus Bennett
February 2015



USS Cole (DDG 67)
Cmdr. James Quaresimo
January 2015



Amphibious Squadron 8
Capt. Michael McMillan
March 2015



USS Makin Island (LHD 8)
Capt. Jon Rodgers
December 2014



USS Mobile Bay (CG 53)
Capt. Sean McLaren
March 2015



USS Shamal (PC 13)
Lt. Cmdr. Alisha Hamilton
January 2015



USS Oak Hill (LSD 51)
Cmdr. Orlando Bowman
March 2015



USS Stethem (DDG 63)
Cmdr. Harry Marsh
December 2014



USS Pinckney (DDG 91)
Cmdr. Ryan Blazeovich
February 2015



USS Tortuga (LSD 46)
Cmdr. Jeffrey Baker
January 15



USS San Antonio (LPD 17)
Capt. Michael Patterson
February 2015



USS Wasp (LHD 1)
Capt. Kurt Kastner
January 2015



USS Sentry (MCM 3)
Lt. Cmdr. Janice Pollard
March 2015



“Goodbye” Iron Nickel

USS Peleliu Decommissioned after 34 years of Service to the Fleet



Photo by MC2 Kenan O'Connor



Story by:
MCCS Donnie Ryan

Naval Surface Force, U.S. Pacific Fleet Public Affairs

The distinctive silhouette of an amphibious assault ship on the horizon can strike fear into the heart of the enemy or renew hope for people in need during a humanitarian crisis. For 34 years the mighty amphibious assault ship USS Peleliu (LHA 5) filled both roles, serving as both a weapon of war and a symbol of peace.

On Tuesday, March 31 hundreds of plankowners, former crew members, and a few Marines joined the ship's current crew at Naval Base San Diego to say “goodbye” to one of the most famous ships in the Navy's Pacific Fleet. Tears wet the eyes of many in attendance as the flag was hauled down, the watch was secured and the crew ceremoniously

disembarked for the final time.

During almost 35 years of service, Peleliu was homeported in both Long Beach and San Diego on the California coast as thousands of Sailors and Marines called the ship home. Capable of launching a coordinated air and sea attack from one platform, Peleliu has conducted 17 deployments, 178,051 flight operations, served 57,983 personnel and steamed approximately 1,011,946 nautical miles since being commissioned May 3, 1980 in Pascagoula, Mississippi.

The ship's maiden deployment took place in 1982, with follow-on deployments taking place almost every two years thereafter. While on a Western Pacific deployment in 1990, the crew rescued 155 refugees from Vietnam who were crammed into a small boat. The story of how the gray silhouette

of the mighty Peleliu appeared on the horizon to rescue the group just in time lives on in the hearts of a group of grateful individuals.

Phuong Minh T. Nguyen, who was a young child in the boat, remembers the story and has made it her job to make sure no one ever forgets how the crew rescued the boat people and took them to safety.

"On the seventh day we say black dots on the horizon, and the dots kept getting bigger," said Nguyen. "They were big American Navy ships and they were coming to rescue us. We love the Sailors of USS Peleliu because they rescued us."

Peleliu took on another humanitarian mission during the summer of 2007 as the platform for Pacific Partnership. Throughout the four-month deployment, Peleliu hosted both military and civilian personnel, who provided medical and dental care, as well as, education and preventative medicine to more than 31,600 people in the Philippines, Vietnam, Solomon Islands, Papua New Guinea and the Republic of the Marshall Islands.

Following the Pacific Partnership deployment, Peleliu deployed in 2008 to support maritime security operations in the U.S. 5th and 7th Fleet areas of operations. Three months into the deployment the ship made headline news when it responded to a distress call from the M/V Gem of Kilakarai off the coast of Somalia reporting that it was under attack from armed pirates.

Rear Adm. Marcus A. Hitchcock, who commanded Peleliu during the 2008 deployment, said he remembers the attack on the civilian merchant ship and how Peleliu's Sailors and Marines sprang into action in order to help prevent the pirates from taking control of the vessel.

"We were conducting routine operations that morning and then suddenly there was a commercial container vessel putting out a mayday call," said Hitchcock. "The ship was electrified and we launched three helicopters within minutes."

A show of force from the Navy and Marine Corps helicopters and the sight of the mighty Peleliu's silhouette on the horizon must have struck fear into the pirates as they quickly fled the scene.

The Gem of Kilakarai did report one grenade landed on the ship's bridge wing during the attack

but failed to detonate. Explosive ordnance personnel from the 15th Marine Expeditionary Unit were dispatched to defuse the unexploded grenade.

"The ship was doing a good job at evasive maneuvers but the pirates were determined to take the ship," said Hitchcock. "Our actions absolutely prevented that act of piracy from taking place."

On a personal level, Hitchcock said he remembers how much fun it was to set up a swim call for Peleliu Sailors and Marines in the Red Sea and make a port visit to Aqaba, Jordan during the 2008 deployment. Force protection conditions didn't allow for a lot of liberty in the port, but the ship's supply department worked with local merchants to create a tent city on the beach to entertain the crew during the port visit.

During that deployment, the officers and crew also made an impressive effort to earn surface warfare officer, enlisted surface warfare, and enlisted air warfare pins during the deployment. As a result the ship was flying all three pennants as it returned home to Naval Base San Diego on Nov. 4, 2008, with hundreds of friends and family on board for a Tiger Cruise.

"I was always very impressed with the crew's ability to achieve the mission," said Hitchcock while thinking back on his 18-month tour as commanding officer. "When I think of the Iron Nickel I think about the true grit of the crew. My time on board was filled with a lot of great memories."

The 2008 deployment was not the last for the mighty Peleliu as it deployed again in 2010, 2012 and 2014. Even with new Sailors and Marines joining the team each time, the ship developed a reputation of doing whatever it took to safely accomplish the mission. From delivering relief supplies to Pakistan during massive flooding to landing Marines on the beach, the blue/green team excelled in every mission.

After the decommissioning process is complete, Peleliu will be towed from San Diego to Pearl Harbor to join the Navy's reserve fleet. There, the gray silhouette of the last of its class amphibious assault ship will take its place alongside its sister ship and first in class, the ex-USS Tarawa (LHA 1).

"Pax per Potens" and the stories of the mighty Peleliu will live on the hearts and minds of the former crew members for many more years to come. ⚓

Going on the Offensive

This year's SNA symposium discusses
“Distributed Lethality”



Photo by MC2 Leonard Adams



From: **Defense Media Activity**

Naval leaders, government officials and members of private industry gathered to discuss the surface Navy's future at the 27th Annual Surface Navy Association Symposium in Crystal City, Va., Jan. 13.

Secretary of the Navy (SECNAV) Ray Mabus delivered his keynote address on the state of the surface Navy, highlighting the strength of the fleet and debunking rumors.

“Uniquely, what we provide, the Navy and the Marine Corps, is presence,” Mabus said. “That constant presence, ready for any challenge that may come over the horizon. Providing that presence falls on the surface fleet, the foundation

of our Navy. The foundation of our Navy is ships. That's what we are. That's why we're the Navy. We have to have a right-sized fleet to do what we need to do.”

The symposium provides an opportunity for discussions on a broad range of professional and career issues for the surface community. The event also features government-contracted defense companies, suppliers and commands exhibiting the latest in surface warfare technology and the way ahead for future research and development.

“By coming together as an association of professionals, we can focus on the future while continuing to reflect upon our strong warfare heritage,” said Vice Adm. (RET) Barry McCullough, President, Surface Navy Association. “We are

honored once again to host an extensive list of speakers who have given their time to the surface warfare community in an effort to broaden our perspectives and encourage professional discussion.”

The theme of this year’s symposium was “Surface Warfare: Distributed Lethality - Going on the Offensive,” and government-contracted defense companies, suppliers and commands exhibiting the latest in surface warfare technology and the way ahead for future research and development converged to display their capabilities.

“The surface force is going to be more lethal across all major warfare areas through distributed lethality.”

Vice Adm. Thomas Rowden,
Commander, Naval Surface Forces

Commander, Naval Surface Forces Vice Adm. Thomas Rowden addressed some of the challenges facing surface Sailors and the theme of the symposium.

“The world has changed and with it so must our assumptions and our preconceptions, that is what we are doing with surface warfare. We are adapting to a changed environment we are responding to national strategic imperatives and we are going on the offensive,” said Rowden. “The surface force is going to be more lethal across all major warfare areas through distributed lethality.”

Fleet and force master chiefs from around the Navy hosted an enlisted round table luncheon. They covered a myriad of topics including enlisted evaluations, tuition assistance and the future of the surface Navy. The luncheon concluded with brief comments from Master Chief Petty Officer of the Navy Mike Stevens.

The Surface Navy Association was incorporated in 1985 to promote greater coordination and communication among those in the military, business and academic communities who share a common interest in naval surface warfare and to support the activities of Surface Naval Forces. ⚓



Photo by MC2 Justin D. Rankin

AirAsia QZ8501 and Ft. Worth assist in the search for the missing flight



Photo by MC2 Anthony P. Turello Ramos



From: U.S. 7th Fleet Public Affairs

After contributing more than 650 search hours to the Indonesian-led search effort for AirAsia flight QZ8501, USS Sampson (DDG 102) and USS Fort Worth (LCS 3) concluded their assistance efforts Jan. 15, receiving praise from Indonesian authorities.

U.S. Ambassador to Indonesia Robert O. Blake noted that "the U.S. was extremely proud to assist in the international search effort coordinated by the Indonesian Search and Rescue Agency with the U.S. Navy ships Sampson and Fort Worth, helicopters and sonar equipment. I commend the professionalism and dedication to the mission the Sailors of the United States Navy exhibited while working in close coordination with their Indonesian counterparts. We are all pleased with the recovery of the black boxes and location of portions of the plane that we hope will shed some light on the cause of this tragedy. The United States offers condolences to the families and loved ones

of those who perished on Indonesia Air Asia Flight 8501. Our thoughts and prayers are with those who await news on the passengers and crew who remain missing."

Working in coordination with the Government of Indonesia, the U.S. 7th Fleet assigned Sampson and Fort Worth to the mission shortly after the Dec. 28 crash.

Sampson departed from Singapore Dec. 29 and arrived on station in the Java Sea Dec. 30. The guided-missile destroyer with more than 300 crewmembers immediately began conducting surface and aerial searches in coordination with Indonesia's National Search and Rescue Agency (BASARNAS) near the suspected crash site.

Capt. Fred Kacher, commodore of Destroyer Squadron 7 and in tactical command of Fort Worth and Sampson during the search efforts reflected, "Throughout both ships' time on station, the crews and divers performed as consummate professionals and superb ambassadors, both at-sea and ashore at Iskander Air Field. Our ability to respond quickly to this event highlights the importance of operating

forward and maintaining a naval presence in Southeast Asia.”

Sampson conducted around-the-clock surface search efforts using her two MH-60R helicopters from Helicopter Maritime Strike Squadron (HSM) 35. She also employed optical sighting devices and radar systems to help locate wreckage and remains. Sampson used rigid-hulled inflatable boats (RHIBs) to recover wreckage and debris.

“It was an honor to be part of this search effort,” said Cmdr. Steven Foley, Sampson commanding officer. “Indonesia did a tremendous job in organizing this multinational search effort, and our sailors are proud to have been able to assist.”

Working in coordination with the Government of Indonesia, the U.S. 7th Fleet tasked Littoral Combat Ship Fort Worth to join in the search effort. After loading supplies and embarking an eight-member team from Mobile Diving and Salvage Unit (MDSU) 1, Fort Worth departed Singapore Jan. 2 and arrived on station Jan. 3.

Fort Worth brought maneuverability, speed and shallow draft to the search, allowing her 100-person crew to conduct expeditious visual and radar searches in a congested, shallow water environment. Her two 11-meter RHIBs conducted 107 hours of search operations.

“The crew worked around the clock to help support this search effort,” said Cmdr. Kendall

Bridgewater, commanding officer of Fort Worth.

“The Littoral Combat Ship provided some unique capabilities to aid in the search, and I’m glad we’ve been able to assist,” said Cmdr. Kendall Bridgewater, commanding officer of Fort Worth.

The MDSU 1 divers aboard Fort Worth operated three Tow Fish side scan sonar systems to search for wreckage on the ocean floor and provided highly accurate imagery of significant objects for further analysis. Over the course of the operation, the MDSU 1 team conducted 78 hours of side scan sonar operations over 12 square nautical miles. The MDSU divers used the AN/PQS-2A passive sonar system for 17 hours of search time over 24 square nautical miles in an attempt to listen for the black box pings.

The team also employed a remotely operated vehicle with an underwater video camera to investigate objects detected by the Tow Fish system.

The two MH-60R helicopters aboard Sampson and one MH-60R aboard Fort Worth worked together and with Indonesian aircraft to conduct both day and night operations. In total, the U.S. Navy aircraft flew 226 hours and covered 22,000 square nautical miles.

The accident is the second deadliest in Indonesian territory, behind Garuda Indonesia Flight 152 in 1997, killing all 155 passengers and seven crew members aboard. A subsequent investigation revealed an electrical malfunction after encountering a storm over the Java Sea. ⚓



Photo by MC2 Anthony P. Turello Ramos

SHIPBOARD SAFETY

Navy Adds Measures to Enhance Safety During Shipboard Flight Operations



From:
Naval Surface Force

U.S. Pacific Fleet Public Affairs

New procedures that will aid surface warfare officers and helicopter pilots while increasing safety during flight operations on destroyers have been successfully tested and recently rolled out to the fleet.

“Operator polar plots” (OPP) consist of a series of placard overlays that identify limits and safety considerations that take into account a ship’s speed and sea conditions in addition to pitch, roll and relative winds.

Based on the height and direction of waves, a specific OPP is used by both the ship’s officer of the deck and the helicopter pilot to determine the best options for safely landing a helicopter on a ship’s flight deck.

Destroyers and their aviation detachment crews fleetwide have been trained on using the OPPs. As well, surface officers in training pipelines including the Basic Division Officer Course, Surface Warfare Officer School, and prospective CO/XO indoctrination are also being trained on their usage before heading to their new commands.

"This was a joint effort across several commands," said Capt. Jack Olive, responsible for aviation operations aboard surface ships for Commander Naval Surface Force, U.S. Pacific Fleet. "Naval Sea Systems Command, Naval Air Systems Command, Naval Air Forces, Navy Safety Center and Naval Surface Forces worked together to address the safety concerns of landing helicopters on low freeboard flight decks, such as destroyers."

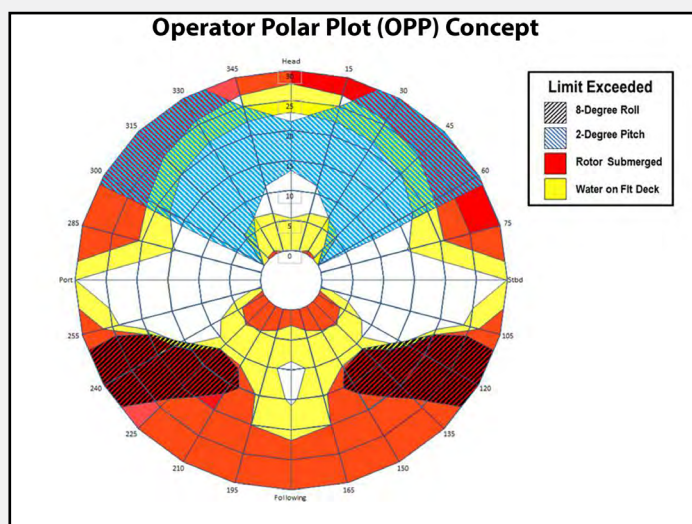
A low freeboard flight deck is one that is close enough to the surface of the water such that a wave could wash over the flight deck, creating a hazardous situation for crew and equipment. Olive noted that Arleigh Burke-class destroyers have a flight deck approximately 13 feet above the waterline.

"Because the deck is so close to the waterline, conditions could exist that allow waves to more readily come over the deck," Olive said.

He said such a condition was cited as a factor in a 2013 mishap aboard an Arleigh Burke-class destroyer where two aviators lost their lives and an MH-60S Seahawk helicopter was lost when a wave washed over the deck and swept the helicopter overboard.

"We are continuously reassessing our safety procedures," said Capt. Curtis Shaub, aviation safety director for Naval Air Forces. "In this case, we specifically looked at how best to prevent this sort of mishap from occurring in the future. We have been working to mitigate the risks involved and to come up with a better, more comprehensive solution."

OPPs are placards that officers of the deck use to plot the ship's heading and speed, with overlays designed for certain sea states to determine limits for safe handling during flight operations. The direction of waves relative to the ship heading and ship speed are also marked on the placard. This plotted point will exist somewhere on the graph and if a given condition (denoted by different colors and crosshatch marks) indicate potentially risky or dangerous conditions, the ship can take actions, such as adjusting ship's course and speed, to mitigate those conditions.



Ship speed is shown in five-knot increments on concentric circles from the center of a graph, with waves shown relative to the ship's position. Red and yellow areas are speed-heading combinations to be avoided. Regions defined by dark lines with cross hatching reflect areas where launch and recovery roll and pitch limits may be exceeded.

"We conducted a preliminary exercise in September by giving the polar plots to six officers -- three surface warfare officers and three pilots -- with only a written explanation and no other guidance," said Olive. "They were put in situations that required them to use polar plots to assess and manage the risk. The group successfully used the polar plots with ease and recommended integrating them into the fleet."

Shaub said while no single procedure or process can fully prevent future mishaps, the goal of utilizing OPPs is, "to provide Sailors with risk mitigation tools which will help them to make more informed decisions."

"Operations at sea and in aviation are complex and inherently dangerous," he said. "Our sea-air teams are trained to look at everything we do from exercises to real-world operations through a lens of safety. Now that these OPPs have been integrated throughout the fleet, we're better prepared for challenging sea conditions. We'll be monitoring their effect and continually improving them based on what we learn."⚓

USS Sampson

Replenishment at Sea

What it takes to keep our Navy going...



Story and Photos by:
MC1 Brett Cote

Fleet Combat Camera Pacific

There are two ships running side-by-side. A fast-moving river of deep blue water rushes and churns between them. The moving ships maintain synchronized speeds and courses because pallets - stacked 5 feet high and carrying hundreds of pounds of supplies - are traveling across cables from one ship to another.

This is replenishment at sea, and it is how Navy ships resupply and refuel without pulling into port. It is a high-wire act that requires the coordination of dozens of people on both ships.

"This is one of the most dangerous evolutions that we do. There are so many things that could go wrong, so many things that could happen," said Boatswain's Mate 3rd Class Marian Byrd, a Utah native assigned to USS Sampson (DDG 102). Byrd is the "rig captain" of this evolution.

"I am overall in charge of the station," said Byrd.

"I'm focused on getting the pallets over safely, and making sure my riggers get the load over safely."

Byrd yells a variety of commands and uses a series of hand signals to orchestrate the movements of pallets, line handlers and a signalman. Her signalman uses colored paddles to signal the supply ship. As the pallets zip across the wires from the supply ship toward Sampson, Byrd spreads her arms wide and slowly brings them closer together to signal the operator on the other ship as to how close the pallets are to the unloading zone. Once the pallets get to the unloading zone, the riggers unslung the pallets from the wire.

"As soon as the slings are removed, we have a gunner's mate, he comes in with a pallet jack and moves the pallets over to Supply [Division] where they offload them," said Byrd. "Deck Division runs the evolution, but a lot of other departments are



involved in the evolution.”

As tens of thousands of dollars worth of fuel and supplies pass over the sea under Byrd’s supervision, she is not alone in keeping an eye on all the moving parts. Boatswain’s Mate 1st Class Kendall Burnett stands a few feet away from Byrd and periodically leans over to her and points out details he thinks Byrd should be aware of.

“BM1’s role is actually the safety officer. He is going to tell us if somebody is doing something they’re not supposed to be doing,” said Byrd. “He’s like the teacher. That’s his biggest roll ... to still be a teacher and teach us what we need to know, so someday we can teach somebody else.”

When all the fuel and supplies have been delivered, the two ships disconnect from each other and go off on separate courses. Sailors from all divisions are lined up passing cases of soda and boxes of printer paper from the deck to their proper places in the ship.

“[Replenishment at sea] is one of my most favorite evolutions to do, because it kind of boosts ship’s morale,” said Byrd. “So being rig captain, I enjoy knowing that I’m helping boost that morale.”⚓



BATTLE GROUP IN

Surface Combat Systems



Story and Photo by:
MC1 Nate Laird

Defense Media Activity

Atlantic, Virginia, is a zero-stoplight town. There are a few stop signs, but not much else to interrupt the bucolic setting. Small farms and even smaller businesses line the main drag, Route 679.

Wolff's Sandwich Shop has been a staple of the community for 30 years, serving hamburgers for \$1.69. Want cheese? It's only 10 cents more. Tiny roads with names like Wisharts Point Road and Taylor Farm Road branch off the main thoroughfare. Most of them are no more than gravel-covered lanes that end at the backwaters of Watts Bay or Powells Bay. This seems to be a small town stuck in the past. Except that it's not. Just across the water is Wallops Island, home to the most advanced testing and training sites for the U.S. Navy's combat systems community - Surface Combat Systems Center (SCSC) Wallops Island.

Situated on Virginia's Eastern Shore, SCSC Wallops is the go-to site for operational engineering, testing and training in a maritime and littoral environment. SCSC Wallops began as just a test site for Navy radar. It was a perfect location to test over water with ships and aircraft in the Virginia Capes Operational Area. It has grown to include much more.

"It's evolved since then to include not just radar, but the combat systems computers and the various elements that make up those combat systems to become an integrated warfare system," said Capt. John Robinson, SCSC Wallops commanding officer. "Not just for a single ship, but also for a battle group. So we have the cruisers and destroyers - the AEGIS combat systems - as well as the ship self-defense systems that make up our cruisers and amphibians."

It's this depth and variety, as well as the proximity to the fleet concentration area of

Norfolk, military installations like Naval Air Station Patuxent River and program offices in Washington D.C. and northern Virginia, that draws so many customers to SCSC Wallops.

Three main facilities make up SCSC Wallops. The AEGIS Engineering and Training Complex houses destroyer/cruiser AEGIS and ballistic missile defense (BMD) baseline testing. The Ships Self Defense Facility houses live and simulated operations for ships self-defense systems as well as large-platform (aircraft carriers and amphibious ships) baseline testing. The Wallops Island Engineering Test Center houses the CVN 78 and DDG 1000 radar development and testing.

When ships in the fleet are getting outfitted with the latest technology, SCSC Wallops is the place they can rely upon to put their hands on the exact equipment they'll be operating on the ship. The bonus is that they can throw everything they have at the system, break it, and have the support they need to get the system back online and do it all again in a controlled environment. This helps build the confidence and muscle memory the crew will need when operating these systems in a real-world scenario.

"They come here and this is where they do the majority of the testing," said Fire Controlman 1st Class Derek Bonadio, SCSC Wallops leading petty officer. "As a workforce, we're the ones that are maintaining the equipment to make sure the equipment's working properly when they get here. And also we're the operators that are on the consoles pushing the buttons, going through the check sheets and helping the customers out."

Lt. Cmdr. Kurt Davis and the combat information center team from USS Wasp (LHD 1), a multipurpose amphibious assault ship based out of Norfolk, talked about the level of expertise and personalized training that SCSC Wallops has to offer.

"You have the ability to really sit down and get into the weeds of what it is we're expected to

THE SAND

Center Wallops Island

know, and ask these subject matter experts how to do our jobs better,” said Davis. “Bring your ‘a’ game, ask a lot of questions and be ready to learn.”

Robinson has high hopes for a long and bright future for Wallops.

“The future of Wallops Island is limitless,” said Robinson.

“The ability to bring in all the current and future combat systems and new radars is something that’s going to be needed for a long time.

Our job here is to make sure that we have the right capability, the Sailors and the infrastructure to support those program needs. I’m proud

to be a part of Wallops and its future.”

Bonadio had a message to any fleet Sailors out there considering taking orders to SCSC Wallops.

“For anybody that really wants to get into the combat systems nitty-gritty world, this is a great place to be,” Bonadio added.

Back at Wolff’s, the usual crowd fills the four-top tables, making quick work of cheeseburgers and fries. A closer inspection of the customers reveals access badges and lanyards with words like Lockheed Martin, Northrop Grumman and NASA. The walls are covered with pictures. Most of them are of locals holding up large fish, but peppered throughout are aerial shots of Wallops Island, the technological and scientific mecca that lies just across the bay. ⚓



STAYING AHEAD

SURFLANT Hosts Spy-1 and BMD Summit



Story by:

MC3 Ellen Hilkowski

Naval Surface Force, U.S. Atlantic Fleet Public Affairs

Naval Surface Force Atlantic (SURFLANT) hosted its semi-annual SPY-1 Radar and Ballistic Missile Defense (BMD) systems summit for the Aegis BMD surface force community at Naval Station Norfolk, Feb. 3-5.

Waterfront SPY technicians, BMD teams, link response teams, their chains of command and the technical, training, and industry communities that support Sailors, were invited to the summit to discuss SPY maintenance requirements, fleet issues, and overall program updates with subject matter experts.

"Our continuous goal at SURFLANT is to improve readiness so that we can better support the warfighting community," said Rear Adm. Pete A. Gumataotao, SURFLANT commander. "A confabulation between the operational Sailors and the tactical and technical communities, who equip them, assists SURFLANT in keeping the waterfront more fully trained and equipped."

The summit encouraged a symmetrical dialogue between Sailors in the fleet and the technical communities so that both understood the direction the technical community is heading and the challenges faced by the fleet.

"As the combat systems officer aboard USS Vella Gulf (CG 72), I attended because I wanted to hear where we stand as a community on Aegis weapon system readiness," said Lt. Cmdr. Jenna Raunig. "Often it is very hard to break away from shipboard requirements to attend these conferences, but it is worth the time to have face-to-face conversations with those that man, train,

and equip these strategic warfare areas."

Waterfront operators and technical communities were brought together to discuss current SPY and BMD materiel readiness initiatives and to communicate and educate at the operator level.

"As program manager, these summits are crucial in trying to stay ahead of our adversaries," said Rear Adm. Johnny Wolfe, program executive, Aegis Ballistic Missile Defense. "As the Sailors that operate this equipment, we need you to tell us what we can do better; help us help you."

During an overall program update Sailors from various BMD surface ships were given a glimpse at the upcoming updates to the Aegis BMD systems and variants of their missiles.

"The art is in the planning for SPY and BMD," said Cmdr. Dave Stoner, the Missile Defense Agency's Aegis BMD readiness officer.

"Warfighter feedback provides BMD engineers operational priorities and focuses technical solutions to solve tactical problems."

The summit is one component in SURFLANT's overall program that is working toward improving the tactical and technical competence in surface warfare. ⚓



U.S. Navy Photo



Story by:
MC3 Cameron McCulloch

USS Bonhomme Richard Public Affairs

Photo by MCSN Christopher Frost

The forward-deployed amphibious assault ship USS Bonhomme Richard (LHD 6) could be considered one immense machine with many other machines within. These “machines” give us water, supply us heat, cook our meals and propel the ship forward.

But there is one machine that propels our Sailors’ careers forward as well; the Bonhomme Richard Advancement Machine (BAM).

BAM was created in response to Bonhomme Richard Sailor’s desire for an opportunity to better prepare for advancement examinations. It provides the crew with an hour every Friday for dedicated in-rate training in their work centers.

“When I received word of the crew’s desire, the creative process of BAM took place,” said Senior Chief Navy Counselor Latonya Luter. “The name I came up with was the Bonhomme Richard Advancement Academy, but in keeping with the commanding officer’s explosive personality and energy, the name took on the creative spin of the Bonhomme Richard Advancement Machine. Sailors asked and ‘BAM’, they got it.”

This provides departments a dedicated and ship-wide time to train their Sailors

without interruption or distraction.

“We always know we’re having BAM on Friday so I ask the Sailors what they want to learn on Monday,” said Boatswain’s Mate 2nd Class C.J. Anderson, Deck Department’s training petty officer. “When Friday rolls around, I can have all that information prepared and have time devoted to training on it, which is a major contribution to Sailors getting advanced.”

That advancement and training information, for any rate, is available online for Sailors to use for individual study, as well as departmental training.

“The bibliography for advancement and the topics and sub-topics that Sailors can expect on the advancement examination are the primary tools and can be downloaded from Navy Knowledge Online (NKO) or from the Command Career Counselor (CCC) folder on our network computers,” said Luter. “Additionally, leaders can utilize the bibliography references to provide hands-on training to their Sailors. Some Sailors can read reference material for long periods of time and still have difficulties with advancement exams; however, having practical application improves the retention of information.”

Work centers use the allotted time to

coach their Sailors and enhance the ship’s overall warfighting capability.

“It’s a set time so there are no excuses not to study,” said Machinery Repairman 2nd Class Veronica Cooley, machine shop leading petty officer. “We are always focused on something else and BAM is the one time a week we can focus on ourselves and get ourselves to the next level of proficiency. It not only helps with advancement, but betters the ship as a whole.”

Between seeing patients at medical, landing aircraft on the flight deck or performing maintenance on the many machines of Bonhomme Richard, Sailors taking the time to maintain the Bonhomme Richard Advancement Machine is an important part of maintaining warfighting readiness.

Bonhomme Richard is currently underway in the U.S. 7th Fleet area of operations and is a part of the Bonhomme Richard Amphibious Ready Group (ARG). It is tactically controlled by Capt. Heidi Agle, commodore, Amphibious Squadron 11, and reports to Commander, Amphibious Force U.S. 7th Fleet, Rear Adm. Hugh Wetherald, headquartered in White Beach, Okinawa, Japan. ⚓

San Diego Ship Sharpen S



Story and Photo by:
MC1 Trevor Welsh

Naval Surface Force, U.S. Pacific Fleet Public Affairs

Sailors assigned to ships and other afloat commands in the San Diego area attended the Naval Safety Center (NAVSAFECEN) Afloat Safety Seminar at the base theater on board Naval Base San Diego, Feb. 23.

The seminar focused on mishap prevention and reporting, new guidance and instructions, analysis and findings from fleet surveys and assessments by the NAVSAFECEN and more.

"We started off today with safety administration," said Lt. Cmdr. James Bostick, NAVSAFECEN Deck Lead Analyst. "We invited the chain of command for each ship out to discuss what we are seeing in the fleet regarding mishaps, requirements for the fleet safety program, and updates to the safety program and how to do trend analysis to mitigate the risk and prevent mishaps. We discuss general history and patterns of mishaps throughout the fleet so everybody is on the same page and is implementing the correct safety controls."

The seminar included briefs to the shipboard sailors regarding warfare specific areas of safety concern to include; combat systems, auxiliary engineering, main propulsion, Navy Occupational Safety and Health (NAVOSH), electrical, weapons, deck and damage control.

"Each warfare area subject matter expert presented a topic to cover their 'top 10' most common discrepancies and mishaps they have observed

from shipboard assessments and data collection and then provided the attending Sailors the knowledge and tools on how to implement controls and prevent these mishaps on their ships," said Senior Chief Electronics Technician Charles Gant, NAVSAFECEN Afloat Combat Systems Safety Division Head and Fall Protection Analyst.

This year's seminar, in accordance with the new Navy safety campaign, teaches methodology to operationalize safety throughout the fleet. NAVSAFECEN is training Sailors throughout the fleet on how to develop trend analysis and identify problem areas where more training and focus is needed.

"This gives the Sailors who attend valuable feedback from the mishap reporting website we use as well as our shipboard assessments," said Gant. "We compile all that data we receive and obtain in an effort to figure out cause, effect and solutions for mishaps. For example, one of the number one mishaps we see on ships is Sailors falling down ladders. We do research and analysis from the data we receive from the reporting website to try to

determine why Sailors are falling down ladders, then we use that data to implement training and provide that training and feedback to the ships."

The seminar served as a tool to teach Sailors who are fairly new to the safety program's intricacies as well as those who have been in tune with the safety program to provide



Onboard Sailors Safety Skills



a refresher.

"I took over the role of command safety management assistant about three months ago," said Firecontrolman 1st Class Rosalie Sprouse, from Baltimore, stationed aboard the amphibious transport dock ship USS Somerset (LPD 25). "We are facing an assessment very soon so I came here to get as much information as I could regarding the safety program and how to effectively implement it at my command. Most importantly I have made contacts that I know that I can go to around the fleet if I have questions. It was a lot of good information and I feel more confident going forward into our assessment."

NAVSAFECEN conducts these seminars annually in fleet concentration areas around the world honing the safety skills of Sailors and standardizing the safety program throughout the Navy. After San Diego, the center is scheduled to hold safety seminars in Virginia, Hawaii, Florida, Washington and Japan during fiscal year 2015.

Commander, Naval Surface Force U.S. Pacific fleet places a great deal of emphasis on safety in the fleet. Effective safety practices improve personal, material and combat readiness and help to ultimately support the Chief of Naval Operation's three tenets: Warfighting First, Operate Forward and Be Ready. ⚓

Future of PMS

What's in Store for 2020?



Photo by MC1 Shannon Renfroe



Story by:
Jeffrey Baur

U.S. Fleet Forces Command Fleet Maintenance Division

Have you ever driven your car and thought that something wasn't right? No warning lights are coming on. You changed the oil last week so that should be fine. The tires are new. Still, you know something's up. You take it to your favorite mechanic and he finds several issues. Maybe individually, they're no big deal, but put them together and you know it was only a matter of time before this car was going to leave you stranded somewhere. Good thing you had that uneasy feeling.

Well, US Fleet Forces Command had that same uneasy feeling in 2010 about our current Navy Planned Maintenance System (PMS). Sure, on the surface everything seemed fine, but a closer look was necessary. A review was held and revealed a number of problems. Problems like excessive work for Sailors, equipment not reaching its expected service life, and degraded readiness of Ships. If these issues were left uncorrected, they would eventually lead to an unsustainable Fleet.

At the Fleet 3-M Conference in the fall of 2010, the attendees were challenged to envision what

they thought shipboard maintenance should look like in the year 2020. The "2020 Vision" Project Team proceeded to identify the critical attributes of an effective maintenance program and then compared it to what we have today. Of course, the Navy, and society as a whole, has changed in many ways since PMS was first established in 1963. The way people learn and communicate has certainly evolved since the 1960s, as well as a Sailor's expectations toward technical products. What may have worked 50 years ago or even 5 years ago may not be the best way to do things today. For example, years ago, when a kid wanted to know how to change the brakes on his car, he bought a book and read about it. If he was lucky, there may have been 3 or 4 pictures of the steps to show how to perform the task. Now, when you need to know how to do something, just type in a search on "YouTube" and there'll be no shortage of videos to watch. Shouldn't Sailors be able to do something similar with shipboard procedures? Updates to technology and our processes were just two of the many items we determined the program must address now and for the future.

At the conclusion of the 2020 Vision project, a series of suggested courses of action were identified. We felt the entire PMS process needed

improvement, beginning with the way we author Maintenance Requirement Cards all the way down to how the maintenance is actually performed. In addition, we recognized the need for a single set of governing requirements for the PMS program. Right now, Type Commander specific requirements are often being addressed individually for Surface, Submarine, Carrier, Expeditionary, Information Dominance and Installations instead of as part of a larger total Navy solution. We established a Fleet 3-M Requirements Management Board (RMB) to minimize these different, and often conflicting, requirements. This enables NAVSEA personnel to focus their efforts on a unified and comprehensive list of Fleet requirements. Standard requirements make it so Sailors would not have to relearn a new program when transferring to different commands. At the core of our efforts are three governing principles:

1. Make it easy for every person involved in Navy PMS to do the right thing and conversely, make it hard to do something wrong.
2. Do something once and reuse it for the remainder of the maintenance process.
3. Eliminate process steps that don't add direct value to maintenance effectiveness.

Out of the 2020 Vision project came the current "Future of PMS" (FoPMS) project. Guided by these principles, FoPMS is bringing the much needed improvements to PMS. The development is funded by OPNAV beginning in FY16 and will take 6 years to complete the full rollout to the Fleet. Due to the sweeping nature of this initiative, several key components will require development in conjunction to the PMS program we are currently executing. Other parts of the project, like SKED 3.2 and Tailored Force Revisions (TFR) are already in use and additional elements, such as changes to MRC content, will be delivered during the development as they become available for distribution.

As mentioned before, using the latest technology to improve PMS is critical. This is a key component of the FoPMS project's mission as we seek to enable the use of emerging technology when it becomes available. Currently, we are participating in the Navy Mobility working groups

and providing functional system requirements to those responsible for delivering mobile technology to the Fleet. In addition, we are ready to support Item Unique Identification (IUID) to enable scanning items to bring up applicable technical documents and allow deficiency reporting.

In 2013, Commander, Naval Sea Systems Command (NAVSEA), approved the Future of PMS project as the way ahead in contributing to NAVSEA's strategic goal of reinvigorating shipboard maintenance. Later in 2013, Commander, U.S. Fleet Forces Command (USFF), was briefed regarding FoPMS and his direction was simple: "Execute and accelerate". The Future of PMS is now getting the approved funding to achieve success.

Several articles in this issue and future magazine releases will explain the various aspects of the Future of PMS project but it's important to know a few things before reading them. First, we are doing this to improve the efficiency and effectiveness of Navy PMS. Our ultimate goal is to improve warfighting readiness by allowing Sailors to focus on what is really required in PMS and to provide some flexibility in how it is executed.

Now comes the hard part. We need your help. Several experienced people with years of PMS expertise have identified what needs to be done. Dozens more have collaborated to develop the FoPMS plan. However, to make this program happen and be successful, we need you to review their work and provide your input. We recognize that you, the active duty Sailors, are the ultimate judges on whether or not we got it right. We are standing by for you to tell us what you think and more importantly, what you need. There are many ways to have your voice heard. First, we've opened a milBook page where you can check out the latest updates, watch videos, take surveys and open up discussions. It takes about 30 seconds to register. Just go to <https://www.milsuite.mil> and search "Reinvigorating Shipboard PMS." If milBook isn't your thing, just send an email to pms@navy.mil and tell us what's on your mind.

Vice Admiral Rowden was gracious enough to allow us to use this and future editions of Surface Warfare Magazine to facilitate this conversation. Let's keep it going. We need your input to ensure success. ⚓

LCS Mission Readiness

Reserve Sailors Play Pivotal Role



Story and Photos by:
MC1 Trevor Welsh

Naval Surface Force, U.S. Pacific Fleet Public Affairs

The littoral combat ship (LCS) is one of the Navy's newest, most technologically advanced and capable tools of sea power projection, distributed lethality, security, and stability in waters around the world. A fast, agile, and focused mission platform, it is designed for operation in near-shore environments, yet capable of open ocean operation independently or with a strike group. LCS fulfills a crucial role in the six core areas of the Navy's Maritime Defense Strategy; forward presence, deterrence, sea control, power projection, maritime security, humanitarian assistance/disaster response (HA/DR). These versatile platforms are designed to employ a "minimal manning" concept. A core crew usually consists of 40-50 highly qualified, screened and selected Sailors who operate the systems, stand watch and conduct maintenance all in support of the ship's mission. With half of the LCS fleet deployed at all times, the LCS 3:2:1 (3 rotational crews: 2 rotational ships: 1 ship deployed) rotational crewing concept provides twice the forward

presence than other surface combatants, at a fraction of the cost of other platforms.

"According to this concept, every four months one of three crews is either at sea, in port conducting upkeep and maintenance, or in the schoolhouse receiving training and maintaining currency on the most advanced shipboard engineering, navigational, RADAR and weapons systems in the fleet," said Lt. Cmdr. Ed Giron, operational support officer for Littoral Combat Ship Squadron (LCSRON) ONE. With an operational schedule this demanding, the LCS program calls on their Reserve Component (RC) Sailors to "lighten the load" and support key duties and responsibilities while the ships are not deployed.

"Our Reserve Sailors are here to help," said Giron. "They augment the crew and integrate into the workflow by taking over responsibilities such as anti-terrorism force protection (ATFP), watch standing, and planned maintenance and upkeep." Giron says the RC plays such a pivotal role in the LCS program, their contribution saves the Navy money and man hours. "With the size of the core crew aboard an LCS, and the amount of periodic maintenance and upkeep that is required, it sometimes isn't

possible for the crew to complete it all without some extra support,” said Giron. “The Navy could hire contractors to come to the ships and do the maintenance and upkeep, but we’d rather leverage our fully qualified Reserve Sailors, who provide an incredible value to the fleet every time they arrive on the waterfront.”

While work such as planned maintenance and in port watchstanding may not be glamorous, the time and effort these Sailors contribute is invaluable. Currently operating at the LCSRON ONE headquarters at Naval Base San Diego, Senior Chief Mineman Timothy Kelly, senior enlisted leader of LCS Mine Countermeasure (MCM) Mission Module Fort Worth, Texas, says his Sailors are capable of incredible things.

“I often hear the term ‘force multiplier’ used a lot about the Reserve,” said Kelly. “While we are out here though, I get to actually see it in action.”

Recently, USS Independence (LCS 2) needed help with a maintenance availability in preparation for a lengthy voyage to the Gulf of Mexico. The work list included hundreds of maintenance checks – an enormous burden on the small crew. Sailors from multiple LCS Reserve units pitched in, completing nearly 150 of the checks, and allowing the ship’s force to focus on other critical predeployment requirements.

“I’m most excited and proud about my seven

Sailors that qualified Officer of the Deck (OOD) and Petty Officer of the Watch (POOW) in port. These folks were able to take a huge burden off of the duty sections,” said Kelly. “In terms of operational support, it was one of the most productive ATs that I’ve been a part of in the last 23 years.”

RC Sailors are able to work seamlessly side-by-side with their active duty counterparts to complete the mission. “It’s really wonderful to see the Sailors integrate,” said Kelly. “You can’t tell the difference between active and Reserve; a Sailor is a Sailor.”

Today the LCS RC enterprise employs 13 units, with 450 Sailors at Navy Operational Support Centers in cities across the country ready to assist any of the four commissioned LCSs. Both the number of ships and the number of Reserve billets and units is growing. The RC Sailors’ contributions are divided into categories to assist in meeting the AC’s most pressing requirements: 5% in the training pipeline, 15% stand ATFP watches, 60% conduct ship maintenance, 10% support LCSRON ONE staff, and 10% augment mission modules.

According to Giron, the future looks even brighter with more units and more Sailors.

“By the end of fiscal year 18, we will have 20 units and 1,000 Reserve Sailors,” he said. “It’s only natural that with more LCS being built, the program will need more support and that’s why we are here.” ⚓



RACKING UP SUCCESS

Rebuilding a Twenty-Year-Old Warship



Story by:

Lt. j.g. Mike Chahinian

USS Russell Public Affairs

USS Russell (DDG 59) got underway on its own power for the first time in 662 days, October 28. After swapping crews with USS Halsey (DDG 97) in January 2013, Russell entered into a nearly two-year, \$84 million Extended Dry Dock Selective Restricted Availability (EDSRA).

Going to sea with a crew that had mostly never been underway proved to be a unique challenge.

"We had to communicate things that we normally take for granted as seasoned Sailors," said Russell Operations Officer, Lt. Joseph Hamilton. "I was surprised how well we executed in such a short time."

Russell conducted many special evolutions in the five-day underway, including an underway replenishment, Close-in Weapons System (CIWS) shoot, 25mm gun shoot, crew-serve weapons shoot, anchoring and full-power run. All events were accomplished successfully without injury or damage to equipment.

"Morale is at an all-time high" said Russell Command Master Chief Glenn Hurdle, "because we are able to execute what we have been trained to do."

Russell's leadership had a unique mission to keep crew morale high during EDSRA. The command decided to participate in as many significant events on base as possible to reinforce Russell's relevance.

The first opportunity to become a part of history while in an EDSRA came with the arrival of the first People's Liberation Army (Navy) surface action group

to visit San Diego in nearly a decade on Aug. 10, 2014. Russell eagerly volunteered to be one of only three host ships, thus ensuring she played a pivotal role in the historic event.

"As stated by Chief of Naval Operations, Adm. Greenert in his 'sailing directions,' the diplomatic function of the Navy is extremely important, and it was something we could do while we were unable to get underway last year," said Russell Executive Officer, Cmdr. Gill McCarthy, .

By all accounts the event with China's Navy was a resounding success. Commander, Navy Region Southwest, Rear Adm. Patrick J. Lorge, the Chinese Ambassador to the United States and several distinguished visitors attended a welcoming ceremony, Aug. 10. The crews gave reciprocal ship tours, played intramural sports and organized a binational barbeque with delicacies such as octopus and eggplant.

The event captured some of the international learning that would normally happen on a deployment.

"The best part was knowing that you are part of something that may never happen again," said Fire Controlman First Class Richard J. Naber. "For that hour or two of playing table tennis, we were just Sailors coming together from far apart lands to have a good time."

Within two months of the event with the Chinese, opportunity to flex Russell's diplomatic muscle arose again- this time with Japan. On Oct. 15, 2014, the Japanese Maritime Self Defense Force Ship JS Teruzuki (DD 116) arrived in San Diego on her maiden voyage to the United States. Due to her enthusiasm and can-do spirit, Russell was chosen to host this

historic visit.

Teruzuki was visiting to participate in exercises with the Nimitz Carrier Strike Group off Southern California, thus strengthening the alliance and fighting capability of both nations. She was the only Japanese ship participating in the event. Although the Teruzuki and Russell crews participated in mutual tours, intramural sports and a barbeque, one of the unique aspects of the visit was to the Fort Rosecrans Veterans Cemetery. Teruzuki Commanding Officer, Cmdr. Takayuki Miyaji, desired to lay a wreath to show respect for all the Sailors laid to rest there.

For some Sailors, these visits were their first exposure to other cultures since joining the U.S. Navy.

"These experiences don't come to many people throughout their lives," said Hull Technician Third Class Thomas F. Williams. "It opens ourselves up to a different perspective that can only help to improve understanding."

Russell's guns have recently become fully operational- thus marking one more milestone in the rebuilding as it gets ready for deployment mid-summer. On Feb. 11, the ship fired both CIWS, gatling guns that can fire nearly 100 rounds per second, for the first time in over two years. It took

the crew over six months to make both CIWS fully operational again. During this time, both guns were completely disassembled and rebuilt.

When asked for lessons learned during the process, Fire Controlman Second Class Joseph R. Wilson said, "take care of your equipment, and it will take care of you."

Fellow CIWS technician Fire Controlman Second Class Aaron Turner said, "the CIWS community is very tight and the support we received from technical representatives is incredible."

The same day Russell tested CIWS, it also fired the main five-inch gun for the first time since January 2013. The MK-45 five-inch gun fires shells that weigh 50 pounds over 10 miles and can also engage aircraft.

The story of Russell's reconstruction is one of overcoming adversity to attain success, said Russell Commanding Officer, Cmdr. James Harney.

"Although the situation did not appear ideal to begin with" said Harney, "by focusing on what we could do instead of what we couldn't, we were able to rack up successes throughout the drydock period, continuing today."

Russell is assigned to Destroyer Squadron One and is currently in the basic training phase as the ship prepares to deploy mid-summer 2015. ⚓



The Test of TIME



Story by:
William Kelly

Naval Systems Command Maintenance Engineering Division

History of the Planned Maintenance System

In 1963, the Beatles recorded their first album, a gallon of gas was 29 cents and... the Planned Maintenance System (PMS) for the United States Navy was established. It was a plan formulated to keep the seafaring branch of the U.S. Armed Forces operating smoothly. According to A.J. Ruffini's article from Bureau of Ships Journal-Nov.1963, previous maintenance programs were "non-uniform... resulting in over maintenance, under maintenance or improper maintenance that often contributed to rather than prevented casualties." Also, "Myriad reports were so unrealistic and unmanageable" and "varying and conflicting maintenance documentation resulted in confusion." A change was needed and PMS, as it is more commonly known today, was born.

PMS manages Organizational-Level (O-Level) maintenance for U.S. Navy ships and shore-based systems. It was created at a time when Navy leadership recognized that locally-managed preventive maintenance was not robust enough as system complexity increased and the Navy's investment in technical schools and training decreased. Equipment readiness was potentially compromised as each ship searched through various technical manuals to figure out what preventive maintenance should be performed. Over time, PMS added tools and procedures to manage preventive maintenance more effectively.

The PMS program introduced maintenance requirements, standard procedures, a standard organizational maintenance structure for ships and a common practice to manage work center schedules-all facets that are still a part of PMS today. Leadership was also able to determine the amount of time needed to perform PMS and estimate the man hours based on a ship's

total manpower. This made work centers more accountable for PMS and allowed Fleet commanders to monitor and manage the program. Information technology (IT) was very new when the PMS program rolled out, so to accomplish maintenance, shore support had to rely on very labor-intensive processes like a punch card data processing system to develop and distribute the initial PMS documents as well as make changes to requirements and procedures. As IT advanced, these PMS processes improved and costs were reduced. Some of these improvements included:

- In the early 1980s, the PMS program started using an early version of word processing to better manage maintenance procedures that had frequent changes. The structure of PMS documents has remained essentially unchanged.
- In the early 1990s, high speed printers became available allowing the program to adopt the idea of "print-on-demand" maintenance procedures. This enabled the program to switch from print-to-stock and warehousing to distribution with digital media.
- Over the course of the 1990s, the program developed new databases for managing the maintenance requirements and accompanying procedures.
- In the early 2000s, the program developed and enhanced the process of shipboard scheduling by creating a standardized electronic shipboard scheduling program. In other words, SKED 3.1 was born!

One thing to note about all of these enhancements is that each one was focused on one area of improvement and not the entire maintenance process. PMS is still executing ship-implemented, paper-based maintenance that causes scheduling inconsistencies across the Fleet.

There are certainly more areas that need

improvement and Naval Sea Systems Command (NAVSEA) is listening to the needs of the Sailors. After receiving feedback from the CNO Reduce Administrative Distractions (RAD) initiative of 2013, Commander Naval Surface-Force Pacific (CNSP) 3M Summit Survey of 2014, as well as years of interactions with maintainers, three large issues have been confirmed with current Navy PMS; it's complex and burdensome, IT infrastructure and tools are dated, and policy is outdated.

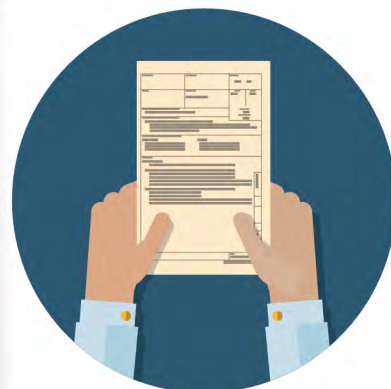
NAVSEA, U.S. Fleet Forces Command and Commander Pacific Fleet have always worked to optimize the PMS and reduce burdensome processes upon sailors. Improvements such as Fleet Maintenance Effectiveness Review (FLEETMER) and SKED have been highly successful. In the late '90s, the Maintenance Effectiveness Review process was developed and used to review the PMS deck. These technical reviews helped to reduce unnecessary O-Level PMS procedures by 30% and ensured that required maintenance Sailors were performing was applicable and effective. Today's FLEETMER process includes a review of the entire maintenance plan. Other initiatives included SKED which received positive feedback from the Fleet. More on that in a bit.

In the past year, NAVSEA and the Fleets kicked off a multi-year project to modernize and improve the PMS program. It's called the Future of PMS (FoPMS) and its ultimate goal is to form a cohesive PMS program that leverages automation and process streamlining to reduce administrative burden and support sailors in effectively maintaining the Fleet. This modernized system is an evolution of existing programs that will transform PMS from a paper based system to digitally-enabled with enhanced workflows, data reporting and near real-time distribution of technical requirements. A brighter future is ahead for Navy PMS but it is important to look at those programs that came before and are setting the foundation for FoPMS.

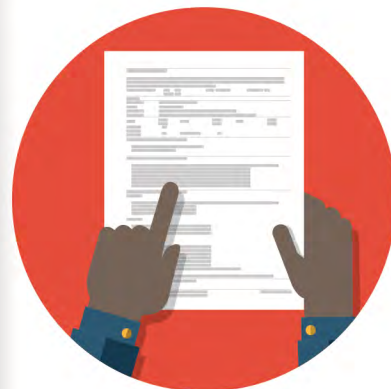
SKED, the Navy's PMS scheduling software was born in the late '90s when personal computers began to be outfitted on ships. The earliest versions were a bit clunky to use but did alleviate some of the paper work. As SKED was refined, version 3.1 became mandatory to use across the Fleet in 2004. SKED 3.2, introduced in 2008, was developed and

Evolution of Tools

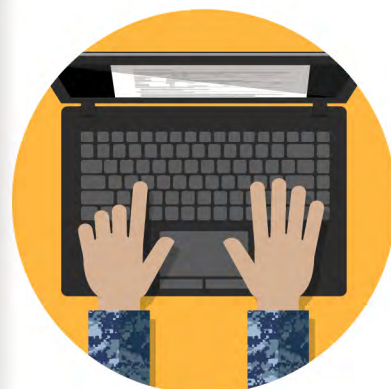
1960's



1990's



2000's



2020's

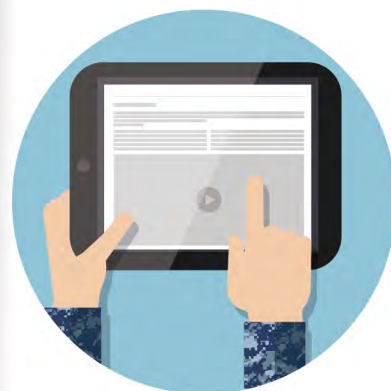




Photo by MC2 Tamaran Vaughn

deployed to provide a modern configuration centric process. Recent updates to SKED include Leadership dashboards, equipment based schedules, true interval scheduling, situational maintenance scheduling improvements and electronic lineouts, approvals and workflows. Future versions of SKED will continue to improve with features like custom views and reports, flexible PMS checks, accomplishment rating enhancements, and managing Advance Change Notices within SKED. Improvements for distributed commands such as LCS and NECC are also in the works.

Another toolset whose data will be incorporated into FoPMS is the Tailored Force Revision (TFR). Deployed in 2010, TFR Packages reduce the administrative burden of implementing PMS changes by performing up to 70% of the work ashore before being sent to the ship. It's an enhanced Force Revision (FR) package tailored to each Work Center Supervisor (WCS). The Tailored Force Revision has pre-processed FR data that a WCS can import into SKED. It also shows document/schedule changes and flags inconsistent items for review. TFR Packages are currently for surface ships only, but will be made for Air and Sub communities in 2018.

PMS Change Indicators and PMS Templates have been developed as a result of Tailored Force Revisions. Both will be assimilated into FoPMS. PMS

Change Indicators appeared in 2013 and are used to highlight changes on MIP and MRC documents since the last FR, thus eliminating the need to print and manually compare old documents with new documents. PMS Templates will simplify MIPs by grouping MRCs to one kind of equipment or system essentially building equipment maintenance plans from shore and reducing lineouts. PMS Templates are the foundation for tying requirements to configuration. Pilot tests are occurring in 2015 starting with DDGs with a plan to distribute to the entire surface fleet in 2016.

One of the major goals for the FoPMS is Configuration-Based Maintenance. Right now, Work Center Supervisors have to sort through MIPs to line out procedures on equipment that do not apply to them. Started in 2012, the Configuration-based maintenance project breaks complex PMS documents into equipment-specific versions and eliminates the need for MIP and MRC procedure step line-outs and pen and ink lineouts. Configuration specific PMS documents are gradually being implemented and delivered to the Fleet with each FR.

All of these programs lead to the future, The Future of PMS. FoPMS is a modernization but also an evolution of the Navy's Planned Maintenance System. It takes the best ideas and concepts from the past and melds them with new ideas

and technologies. For example, FoPMS will see a modernization of SKED. Configuration based O-level Maintenance Plans will be provided from ashore with maintenance schedules that allow the Work Center Supervisor to easily assign resources and dates. SKED in the “future” will also provide optimal work load balancing tools, 3M Inspection tools and the ability to consume the collection of material condition data.

Also, to truly modernize Navy PMS, it is necessary to take the current paper based system and digitize it. Right now, sailors read instructions off of 8” X 11” paper. With FoPMS, procedures will have the ability to be read on mobile devices like tablets. In order to make the most of these mobile tools, the modernized system will have enhanced PMS Data Content and features with near real time updates to keep procedures current and eliminate the need to make pen and ink changes. Not only will their procedures be the most current but they will support point of performance tools like videos that demonstrate exactly how a maintenance step is done.

Updating policy is key to the Future of PMS project. In 2014, two important entities were created to evaluate and approve policy changes that will shape FoPMS: the U.S. Fleet Forces Command 3-M Requirements Management Board (RMB) and NAVSEA’s 3-M Configuration Control

Board (CCB). Basically, the RMB will identify and recommend policy changes to the CCB who will then review and approve changes. This establishes a governing body for the Future of PMS and benefits sailors a number of ways:

- Policy changes are made more quickly
- All 3M policy will be standardized and aligned
- Administrative burdens such as printing requirements are reduced
- Communication with sailors is increased

The Future of PMS is real. However, it couldn’t happen without the programs that came before it and the current initiatives that are building towards its creation. It is a six year mission in progress and it won’t stop until all the goals are accomplished. Of course, fifty years of Navy PMS couldn’t have happened without the guidance, hard work and input from the many men and women who served.

This holds true today. As we look towards the modernization of PMS, we want to hear from the many sailors whose opinions are so vital. While this was just a quick look at the Future of PMS, more information can be found at a devoted PMS milSuite site where you can see updates, videos and provide your thoughts. Just go to <https://www.milsuite.mil> and search Reinvigorating Shipboard PMS. You can also email your ideas to pms@navy.mil. Your perspective will keep the Future of PMS headed in the right direction.⚓



Photo by MCSN Jeanyra A. Mateo

SAILORS



From: Naval Surface Force

U.S. Pacific Fleet Public Affairs

Naval Surface Force, U.S. Pacific Fleet (SURFPAC) and Naval Surface Force, U.S. Atlantic Fleet (SURFLANT) announced the 2014 Sea and Shore Sailors of the Year (SOY).

For SURFPAC, Aviation Boatswain's Mate (Handling) 1st Class Petty Officer David C. Dysart, assigned to USS Makin Island (LHD 8), was named the Sea SOY, and Aviation Boatswain's Mate (Fuels) 1st Class Joseph C. Mathews, assigned to USS America (LHA 6), was named Shore SOY. For SURFLANT, Logistics Specialist 1st Class Tamar Stewart, assigned to SURFLANT's Afloat Training Group, was named Shore SOY and Electrician's Mate 1st Class Alberto Beltran, assigned to USS Oak Hill (LSD 51), was selected as Sea SOY.

Dysart hails from St. Joseph, Missouri, and entered the Navy on Nov. 17, 2003. He completed the Airman Apprenticeship Training Core Course in Pensacola, Florida, and began his shore tour at instructor duty with Helicopter Sea Combat Squadron 3 at Naval Station North Island. His sea commands includes USS Nimitz (CVN 68) and USS Makin Island (LHD 8), where he is currently assigned as the Air Department leading petty officer (LPO).

Mathews, a native of Hayward, California, entered the Navy in June 2003. He graduated from "A" School in October 2003 at Naval Air Technical Training Center (NATTC) in Pensacola, Florida. His shore tour includes an assignment to Naval Air Station Whidbey Island as the Fuels LPO. His sea commands include USS Essex (LHD 2), USS Nimitz (CVN 68) and USS America (LHA 6), where he is currently assigned as the Air Department LPO and V4 Division's Maintenance LPO.

Stewart, a native of Trinidad and Tobago, is assigned to SURFLANT's Afloat Training Group as an afloat trainer/assessor and S-1 Customer Service leading petty officer. Her collateral duties include Command Sexual Assault Prevention and Response Victim Advocate, First Class Petty Officer Association

Secretary and Assistant Department Career Counselor.

Beltran, a native of Bogota, Columbia, is assigned to the Harpers Ferry-class amphibious dock landing ship USS Oak Hill (LSD 51) where he serves as Engineering Department leading petty officer. Beltran recently graduated with top honors from Propulsion Alarms and 400 Hz Maintenance school. His decorations include the Navy Achievement Medal and the Military Outstanding Volunteer Medal.

Eight SURFPAC and 10 SURFLANT Finalists took part in board interviews, command events and a series of community outreach activities.

"They are the best of the surface force and all are true professionals, shipmates, and surface warriors," said SURFLANT Command Master Chief Scott Kelley. "They epitomize the Navy's core values of Honor, Courage, and Commitment."

"We are here to recognize these Sailors' outstanding service," said SURFPAC Force Master Chief Jason Wallis. "They should be extremely proud of their accomplishments and the fact that their commands recognized their hard work and have lead them to this path puts them one step away from putting on anchors."

These winners will now compete in Hawaii against nominees vying for the Commander, U.S. Pacific Fleet (COMPACFLT) Shore and Sea SOY titles. The sea and shore-based commands of COMPACFLT represent more than 200,000 Sailors. The top COMPACFLT Sea Sailor will be eligible for meritorious promotion to chief petty officer and the Shore SOY will move on to competition in Washington, D.C., for possible designation as the 2014 Chief of Naval Operations Shore SOY.

The SOY program was established in 1972, by Chief of Naval Operations Adm. Elmo Zumwalt and Master Chief Petty Officer of the Navy John Whittet, to recognize an individual Sailor who best represented the ever-growing group of dedicated professional Sailors at each command and ultimately the Navy. ⚓

OF THE YEAR

U.S. Pacific Fleet



Shore Sailor of the Year
ABF1 Joseph C. Matthews
USS America (LHA 6)



Sea Sailor of the Year
ABH1 David C. Dysart
USS Makin Island (LHD 8)

U.S. Atlantic Fleet



Shore Sailor of the Year
LS1 Tamar Stewart
SURFLANT Afloat Training Group



Sea Sailor of the Year
EM1 Alberto Beltran
USS Oak Hill (LSD 51)

Reflection and Projection

Whidbey Island Class Celebrates 30 Years Of Service... Looks Into Future



Story by:

MC2 Melissa D. Redinger

Expeditionary Strike Group 2 Public Affairs

Having recently completed its mid-life modernization, USS Whidbey Island (LSD 41) and the ships in her class stand ready to support future operations for decades to come.

But why are these dock landing ships so important? A look into the history of the ships sheds light on their centrality to U.S. amphibious strategy at the time of their inception to today's modern threats.

Whidbey Island, the first in her class, was commissioned on Feb. 9, 1985. The ships in her class were designed to counter Soviet Forces during the Cold War and are capable of landing Marines and equipment ashore while projecting air power against contended beaches.

At the time, the Soviet 'Red Fleet' was actively deploying the Ropucha (toad), or Project 775 class amphibious landing ships. Classified as large landing craft by the Russian Navy, the Ropucha class ships were designed for beach landings and could carry a 450-ton cargo load.

The majority of the Whidbey Island class ships were commissioned during the Cold War, with Ashland commissioning shortly after the collapse of the Soviet Union in 1992.

Together they are considered the "work-horses" of the amphibious Navy, featuring large well decks with the ability to launch and recover Landing Craft, Air Cushion (LCAC) hovercraft and a range of amphibious assault vehicles. They also feature large flight decks for multiple types of rotary-wing aircraft, including the tilt-rotor MV-22 Osprey. The hull design of the ship allows for a shallow draft, making them ideal for participating in amphibious operations close to shore.

A survey of accomplishments and operations from these ships reads like a history of world events in the

late 20th and early 21st centuries.

- In 1989, Fort McHenry participated in the cleanup of the massive Exxon Valdez oil spill which, at the time, was the largest spill in U.S. waters.

- In 1991, Germantown participated in Operations Desert Storm and Desert Shield by conducting mock amphibious landings in the United Arab Emirates in preparation for a possible amphibious assault.

- In 1992, Whidbey Island, as part of the USS Wasp (LHD 1) Amphibious Ready Group, made history by making port calls to Samsun, Turkey and Burgas, Bulgaria, becoming the first U.S. amphibious ship and the largest U.S. warship to operate in the Black Sea, the first U.S. Navy ship to visit Samsun in 70 years and the first U.S. Navy ship to ever visit Burgas.

- Whidbey Island deployed just eight days after the September 11, 2001 terrorist attacks on the Pentagon and World Trade Center in support of Operation Enduring Freedom. While on station in the Persian Gulf, the embarked 26th Marine Expeditionary Unit set the record for conducting the longest amphibious operation ever – nearly



Photo by MCSN Christopher L. Clark

USS Whidbey Island (LSD 41), Atlantic Ocean, Sept. 14, 2006.



Photo by MCSN Patrick Dionne

Marines operate amphibious assault vehicle with USS Germantown (LSD 42), Sulu Sea, Oct. 1, 2014.

700 nautical miles inland.

- In 2004, Rushmore was called into action following a cataclysmic earthquake in South East Asia. A massive U.S. military humanitarian operation, dubbed Operation Unified Assistance took place where the ship became an afloat staging base for military helicopters to refuel and transport supplies. Rushmore launched LCACs, transporting tons of food and water ashore for distribution to survivors.
- In 2005, 35 Sailors from Amphibious Construction Battalion (ACB) 2 and more than 200 personnel from Marine Expeditionary Unit Service Support Group (MEUSSG) 24 Joint Task Force (JTF) arrived in the Gulf of Mexico aboard Whidbey Island to assist in Hurricane Katrina search and rescue efforts. The Sailors and Marines distributed

food, water and other necessities, conducted door-to-door search and rescue and provided security enforcement in devastated areas.

- In 2006, Comstock, as part of the USS Boxer (LHD 4) Expeditionary Strike Group, delivered Marines into al-Anbar province, Iraq at the beginning of the 2006 troop surge.
- Gunston Hall was deployed in January as part of rescue efforts after the 2010 Haiti Earthquake, providing supplies and relief assistance as part of Operation Unified Response.
- In 2010, Ashland rescued six pirates after sinking their skiff in response to being fired upon off the coast of Djibouti.
- In March 2011, Tortuga participated in the disaster relief mission Operation Tomodachi after the 2011 Tohoku earthquake and tsunami. During the mission the ship transported Japanese Self-Defense Force servicemen and equipment from Hokkaido to Honshu Island. Divers from the ship helped map and clear debris from the ports of Hachinohe, Aomori and Miyako, Iwate, facilitating both ports to reopen to ship traffic.

As the histories of these ships demonstrate, the Whidbey Island class not only has the capability to serve as an effective combat platform but also the versatility as an effective platform for disaster relief.

While no one knows what events are in store for the U.S. Navy in the following decades, one thing is certain: the ships of the Whidbey Island class will continue to be the “work horses” of the fleet. ⚓



Photo by MCSN Jonathan B. Trejo

USS Fort McHenry (LSD 43), Atlantic Ocean, Oct. 18, 2014.

Capt. Raymond Komorowski Photography Awards

SNA recognizes photographic excellence



From
Surface Navy Association

The Surface Navy Association (SNA) maintains a dynamic awards program to award Sailors, Cuttermen, Dependents, future Sailors and Civilian military supporters, through a wide spectrum of opportunities to include recognition and monetary awards. Recognition takes place annually with major awards presented at the Annual Symposium held in Alexandria, Virginia. These awards recognize some members of our community whose achievements, in a variety of pursuits, have warranted individual recognition for their contribution to the legacy of Surface Warriors. These individuals are not the complete list of those worthy of such recognition. They, in a sense, are representative of all of our heroes,

past and present, who have served their Navy and their nation in the surface ships of the Fleet. These awardees have, however, distinguished themselves as being exceptionally worthy representatives of that larger list, and exemplify the qualities that have marked the Surface Warrior over our history.

SNA has enhanced the Capt. Raymond Komorowski Photography Award for 2015. The award was initiated to pictorially represent the professional activities and life of the diverse elements of the Surface Warfare Community and their contribution to naval warfare; to educate the citizens of the United States as to the purpose of the surface warfare department and its achievements; to provide archival material; and to reinforce interest in Surface Warfare profession.⚓



*Photo by MIDN Miguel Mirano
First Place in "Operations" and Grand Prize Winner*



*Photo by Retired Capt. Robert Lang
First Place in "Ships"*



*Photo by MC2 Matthew Dickinson
First Place in "Personal Interest"*

Monumental Voyage

San Diego Returns to Namesake City Following Maiden Deployment



Blog by:
MC1 Joseph Buliavac

USS San Diego Public Affairs

As USS San Diego (LPD 22) sat off the coast of Camp Pendleton offloading Marines and their equipment Feb. 24, the crew was getting excited about the homecoming Feb. 25. Deployment homecomings are one of the most anticipated events for Sailors, Marines and their families. In the case of San Diego, it was even more important and monumental, because the ship is returning from her 26,000-nautical-mile maiden deployment.

The deployment included some noteworthy events and milestones. The ship responded to a Pacific Fleet humanitarian assistance request to recover three National Oceanic and Atmospheric Administration sponsored scientists from the Pearl and Hermes Atoll, a remote island in the Pacific Ocean, threatened by Hurricane Iselle. Two small boats containing Navy and Marine Corps recovery teams transited the challenging seas for six nautical miles before reaching the opening to the island chain where the three NOAA scientists awaited help. At only 12 feet above sea level at the highest point, the small islet was in danger of being flooded by the hurricane storm surge.

San Diego's Engineering Department was able to conduct any and all major maintenance and repair evolutions while at sea, ensuring the ship's mission and operational tempo was uninterrupted. This resulted in a 26-day, over 13,000 nm, full-power run from the northern Red Sea to Pearl Harbor, Hawaii — a feat never before accomplished by a San Antonio-class LPD.

San Diego pushed Information Dominance Warfare by aligning the ship's Information Dominance Corps ratings. The crew's

intelligence, electronic warfare, cryptologic, and communications teams innovated by re-scoping their mission sets and operated as an Information Dominance Operations Cell. This unique alignment concept resulted in San Diego establishing benchmarks with record-breaking results leading to the ship being recognized as the U.S. 7th Fleet Cryptologic Ship of the Quarter, 4th quarter 2014.

Having spent 200 out of a 216-day deployment out to sea, San Diego did manage to make a few port calls. The crew enjoyed some well deserved time off in Aqaba, Jordan; Hong Kong, and Pearl Harbor, Hawaii. During some of these visits they took part in a variety of community relations activities. These events included spending time with underprivileged children in Hong Kong, a friendly soccer match with a Royal Jordanian Navy team, and a familiarization visit to a mosque.

Of course, no deployment would be complete without Sailors receiving recognition for their hard work. Five officers earned their Surface Warfare Officer qualification; three earned the Command Duty Officer qualification; and 14 officers, one senior chief petty officer and one chief petty officer completed the Officer of the Deck qualification. Four officers were also promoted to the next rank, while 204 Sailors were awarded the Enlisted Surface Warfare qualification, and 57 enlisted Sailors were advanced to the next pay grade.

The crew has done the work and now it's time to enjoy the fruits of their labor. With all of their hard work and accomplishments, San Diego's maiden deployment was — without a doubt — one the crew and the city she was named after can be proud of! ⚓

USS SAN DIEGO'S MAIDEN DEPLOYMENT



37 WELL DECK OPERATIONS

20 REPLENISHMENTS AT SEA

**12,146,725 LBS. OF CARGO
MOVED**

**2,593 PASSENGER
MOVEMENTS**

**1821.2 FLIGHT HOURS
FLOWN**



U.S. Naval Surface Force

April 2015

VISION:

Providing Combatant Commanders with **lethal, ready, well-trained, and logistically-supported Surface Forces** to assure, deter and win.

MISSION:

As Commander of Naval Surface Forces, I have **one and only one priority**, and that is to ensure that **everything we do makes us better warfighters**. Warfighting comes first and is enabled by three enduring pillars: Combat Readiness, Material Readiness and Personal Readiness.

PEOPLE

- 5110 OFFICERS
- 51,135 ENLISTED
- 312 GS
- 206 CONTRACTORS
- TOTAL 56,763

SHIPS

- LANT - 72
- PAC - 81
- UNDER CONSTRUCTION - 14
- TOTAL - 167
- TOTAL CRAFT (LCAC/LCU) - 104
- DEPLOYED - 61 (34 FWD)

EMBARKED AIRCRAFT

- NAVY - 168
- MARINE CORPS - 87

○ Strategic Sea Lanes
● Fleet Concentration Areas

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